[redacted] 2658-66
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ACTIVITY REPORT
OFFICE OF SPECIAL ACTIVITIES
JULY 1966

I. OXCART

A. DEVELOPMENT SUMMARY AND PROGRESS

1. AIRFRAME

25X1D
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a. Aircraft 131 completed its first flight test after modification to accept the [redacted] and installation of production air inlet controls.

b. Pressure tests were continued at the LAC Rye Canyon facility during July to measure air leakage on an A-12 inlet nacelle. These tests are part of a continuing effort to determine the causes of variance in predicted and measured thrust less drag. This program is continuing to determine what sealants and seal designs will prevent air leakage and withstand flight conditions.

2. PROPULSION

a. Aircraft #121 made two flights for the primary purpose of testing the air inlet control system and the Hamilton-Standard main engine fuel control. Evaluation was made of the fuel control modifications for alleviating the exhaust gas temperature fall off and stability margin problems.

b. Engine 223 was removed from Article 127 for periodic inspections. An investigation was conducted due to reported nozzle instability and the fuel system was found to be contaminated with red silicone sponge material from the fuel system surge damper. The damper is an LAC item and absorbs the fuel system pressure pulses (water hammer effect) that are fed to the aircraft system whenever the fuel system undergoes a rapid change in flow. All articles were temporarily grounded until an inspection of all other installed engines could be conducted. Subsequent inspections have revealed Article 130 with both engines contaminated, and one engine affected in Article 128. New, modified surge

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boxes are now being received, which utilize an all metal bellows damper in lieu of the vitron-silicone sponge previously employed. These boxes are being installed at 50 hours instead of the previously programmed 200 hours.

3. PAYLOAD

25X1A a. System VI SN002 has been ground checked and is ready for flight test. Test plan forwarded to [redacted] 20 July 1966.

b. Thirteen (13) photo configuration sorties were flown during July.

Type	No. of Flights	Remarks
I	Seven (7)	Satisfactory
II	Two (2) One (1)	Satisfactory *Low Resolution
IV	Three (3)	One unsatisfactory due to improper briefing of pilot by configuration personnel.

4. AIRCRAFT FLIGHT TEST SUMMARY

Aircraft	Flights July	Time July	Total Flights	Total Time
121	2	2:17	236	244:30
122	-	-	157	169:39
123	-	-	78	136:10
124	-	-	475	840:05
125	6	11:30	181	287:40
126	-	-	104	169:16
127	3	4:10	157	254:45
128	9	14:15	140	250:30
129	6	12:45	166	199:34
130	2	1:50	127	207:13
131	2	2:14	80	123:40
132	6	14:30	110	181:57
133	-	-	9	8:17
Totals	36	63:41	2020	3073:16

* Stabilizer pitch fuse blew causing stabilizer to remain caged throughout mission. Imagery obtained, lack of stabilization caused low resolution.

5. OPERATIONAL READINESS INSPECTION TEST

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Plans were finalized to conduct an Operational Readiness Inspection Test (ORIT) to exercise [redacted] capability to conduct BLACK SHIELD Operational Missions. The ORIT is to encompass complete generation of all activities for flying a simulated overflight mission and is scheduled for the week of 1 August 1966.

25X1A 6. PROJECT PILOTS

25X1A The number of Project Pilots assigned to [redacted] decreased to [redacted] with the return of [redacted]
25X1A to the Air Voice on 31 July 1966.

7. CODED ALTITUDE REPORTING

25X1A The new FAA procedure for coded altitude reporting above 60,000 feet became effective on 18 July 1966 and is being used by all A-12 flights emanating from [redacted]

8. A-12 AIRCRAFT

No Change.

9. A-12 FLIGHT PROGRESS

All performance statistics as reported in the November report (OXC 9541-65) remain unchanged with the following exception: Average A-12 time - Detachment Pilots - 285 hours.

B. OPERATIONAL SUMMARY AND PROGRESS

25X1A 1. EMERGENCY CAPABILITY [redacted]

No Change.

2. CONTINGENCY PLANNING - FAR EAST (BLACK SHIELD)

No Change.

3. TACTICAL DOCTRINE

The A-12 Tactical Doctrine was distributed to the field during July with an effective date of 11 July 1966.

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4. [redacted]

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The necessary planning meetings for finalizing the concept of non-stop, 3-A/R - A-12 deployment flights from [redacted] to Kadena were conducted during the month and a completed Operations Plan was written. Distribution of the new plan was scheduled for the first week of August with the non-stop concept designated as Option 2 for deployment flights.

II. IDEALIST

A. DEVELOPMENT SUMMARY AND PROGRESS

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Detailed performance evaluation of the Lockheed U-2R proposal was completed and the final report released ([redacted]-2606-66). No significant discrepancies between LAC and Headquarters performance estimates are indicated.

B. GENERAL OPERATIONAL SUMMARY

1. There were no Agency U-2 overflights during the month of July.

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[redacted]

C. PRODUCT IMPROVEMENT

1. DOPPLER

Flight tests were completed on the AN/APN-153 Doppler System and the results of the tests were very good. A proposal has been requested to procure six sets of equipment and provide the capability in all aircraft to accept the AN/APN-153 Doppler and the AN/APN-66 Navigation Computer.

2. VOICE RECORDER

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The UMY-20 voice recorder being evaluated by [redacted] has to date been unsatisfactory. A recorder with the latest modifications, which should

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demonstrate improved performance, is being prepared for shipment to [redacted]

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[redacted]

III. ISINGLASS

No Change.

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25X1A BPD/COMP/OSA: [redacted]/4526(5 Aug 66)
Distribution:
Cy 1, 2, 3, 4 - C/P&PS/DD/S&T
Cy 5 - D/SA
Cy 6 - D/O/OSA
Cy 7 - D/R&D/OSA
Cy 8, 9 - BPD/OSA
Cy 10 - RB/OSA